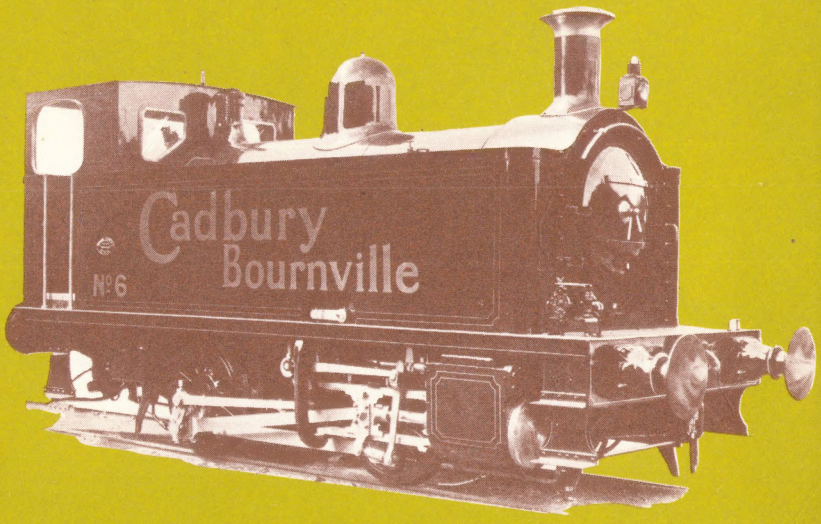
DOWTY RAILWAY PRESERVATION SOCIETY



Ashchurch
near
Tewkesbury

30p

Catalogue of Exhibits

DOWTY RAILWAY PRESERVATION SOCIETY

CATALOGUE OF EXHIBITS

Published 1964 (K.V.)
Revised 1967 (R.A.R)
1971 (R.A.R)
1974 (R.H.W)
1978 (R.A.R)

Index

Catalogue

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Dowty R.P.S.
Northway Lane
Ashchurch
Nr. Tewkesbury
Gloucestershire
GL20 8JR

INTRODUCTION

The Dowty Railway Preservation Society was formed at the end of 1962 to cater for the needs of railway enthusiast members of the Dowty Group of Companies' Sports and Social Society. While the acquisition and restoration of interesting railway equipment is the main activity of the Society, film shows and trips are organised from time to time. The Society has been a full member of the Association of Railway Preservation Societies for many years and has strong links through its members with most local rail and model societies.

From small beginnings, the Society has built up an interesting collection of locomotives, rolling stock and smaller exhibits, most of the standard gauge stock being unique; a new 2-road shed protects some of these. In addition a 2-foot gauge line has been laid to give rides and earn much needed funds at Open Days. Open Days normally see at least one of the standard gauge steam locomotives in action providing rides.

The Society's workforce is purely voluntary, undertaking a very wide range of tasks. These run from repainting the numerous cast-iron signs around the depot to the stripping and rebuilding of locomotives. A significant exercise in recent years involved the transport of the complete signal box from California Crossing in Gloucester; the entire stripping out of the fittings, the loading and unloading of the whole structure and the recommissioning at Ashchurch, were done by our members, only the driving of the low-loader lorry being by a contractor.

We are able to make use of almost any skill, including engineering fitting, electrical work, joinery, coach painting, civil engineering, administrative work and so on; while most of those who have no trade have soon picked up the techniques by joining in with us.

Restoration work proceeds every weekend and visitors are welcome to inspect progress on Sunday afternoons. 10 pence admission is asked although on advertised 'steaming' days this is usually a higher figure. Please note it is not possible to accommodate visitors during the week because of activity in the adjacent factory yard.

Membership of the Society costs 50 pence per annum to members of the Dowty Sports and Social Society; persons not employed by the Dowty Group may become Associate Members for an additional fee of £4.50 (at time of going to press) Membership forms and other information may be obtained from Hon. Membership Secretary, Dowty RPS, c/o Dowty Sports and Social Society, Ashchurch, Tewkesbury, Glos., GL20 8JR.

THE SITE

The Society occupies four sidings (One other has been removed), adjacent to the number 2 factory of Dowty Seals Ltd., and the railway test site of Dowty Mining Equipment at Ashchurch. The factory is itself of interest, having been built for the Midland Railway as a forage store where feed for the many horses used on the Company's cartage services was processed and stored. During early 1972 the top two stories were demolished, having been burnt out 3 years previously. No doubt the sidings that the Society occupies were put in to serve this store. One of these sidings used to continue under the bridge to connect with the Tewkesbury branch, while another siding passed under the warehouse through the central archway.

Ashchurch was once a busy junction with a level crossing enabling trains to cross from the Evesham branch to the Tewkesbury branch at right angles to the main line. This was originally double track but was singled in later years and taken out altogether in 1957. Up till then the Ashchurch-Evesham-Redditch-Birmingham trains used to run round by traversing the triangle formed by the level crossing and platform lines.

The level crossing was used at times in more recent years by 'Special' passenger trains, originating from Upton on Severn and Tewkesbury. Ashchurch station buildings were completely demolished during 1972 leaving only the platforms and the old 'Signal Department' buildings but even these have now been removed.

The railway test site, adjacent to our depot, is used to test the railway products of the Dowty Group. Currently this concerns the unique retarder units provided for speed control of wagons in hump marshalling yards — several British and overseas yards are equipped with this type. The rail mounted Bedford lorry (replacement for the original Bedford 'QL') is used to propel a wagon over units on test, while the ramps provide facilities for tests of longer duration.

CATALOGUE

(NB. It cannot be guaranteed that all exhibits will be on view at any one time but particular items can normally be brought out for bona-fide enquirers.)

1. ROLLING STOCK

1.1 LOCOMOTIVES

STANDARD GAUGE

1.1.1. SOUTHERN RAILWAY CLASS 'Q' 0–6–0 TENDER LOCOMOTIVE BR No. 30541

No. 30541 is, in common with other items of the stock at Ashchurch, not owned by the Dowty RPS but is a welcome guest. She was purchased from Barry scrapyard by the Maunsell 'Q' Locomotive Preservation Society and moved to Ashchurch by road in April 1974. The considerable job of restoration to working order is being steadily advanced by members of the 'Q' Society. It is expected that the locomotive will be moved to the Bluebell Railway in Sussex for completion fairly soon.

The twenty members of the 'Q' class (of which this is the sole survivor) worked over most of the Southern system and occasionally over the M&SWJ route to Cheltenham. 30541 was allocated to Bournemouth for many years, often working the Lymington branch. She was on snowplough duties during the snowbound 1963 winter but was withdrawn in December 1964 from Guildford shed.

Interesting features of the locomotive, which was built to Maunsell's design at Eastleigh Works in 1939, include steam powered reversing gear, Bulleid multi-jet blastpipe and bucket chimney, which the Society believe to be original fittings on this engine.

Leading Dimensions:
Weight (Loco.) 49 tons, 10 cwt.
Boiler pressure 200 lb/sq. in. (Su).
Cylinders 19" x 26" (inside).
Driving Wheels 5' 1" dia.
Tractive Effort 26, 160 lb.
Inside Stephenson Link Motion, operating outside admission piston valves above the cylinders.

1.1.2. CADBURY BOURNVILLE LOCOMOTIVE No. 1

Built in 1925 by the Avonside Engine Co., Bristol, works number 1977, this 0–4–0 side tank was used at the Birmingham Bournville factory until replaced by Diesel power in 1962, (all rail traffic ceasing in 1976) when it was generously given to the DRPS by Cadbury's.

The design, intended for heavy work over sharply curved sidings, must have been somewhat revolutionary when introduced with Cadbury No. 4 in 1911, using outside Walschaert's valve gear on an industrial locomotive and with as much as 19 tons on the trailing axle. In 1926 the design was used as the basis for the Great Western Railway's 1101 class dock shunters (built by Avonside) but there are a number of detail differences.

In order to promote clean air around the chocolate factory the Bournville engines were coke fired, but at Ashchurch coal is easier to obtain and plenty of scrap sleepers or other timber goes in too!

Leading Dimensions:
Weight (empty) 29 tons.
Weight (loaded) 36 tons.
Boiler pressure 170 lb/sq. in.
Cylinders 16" x 22" (outside).
Driving wheels 3' 6½".
Length over buffers 25' 6".
Walschaerts valve gear and slide valves.

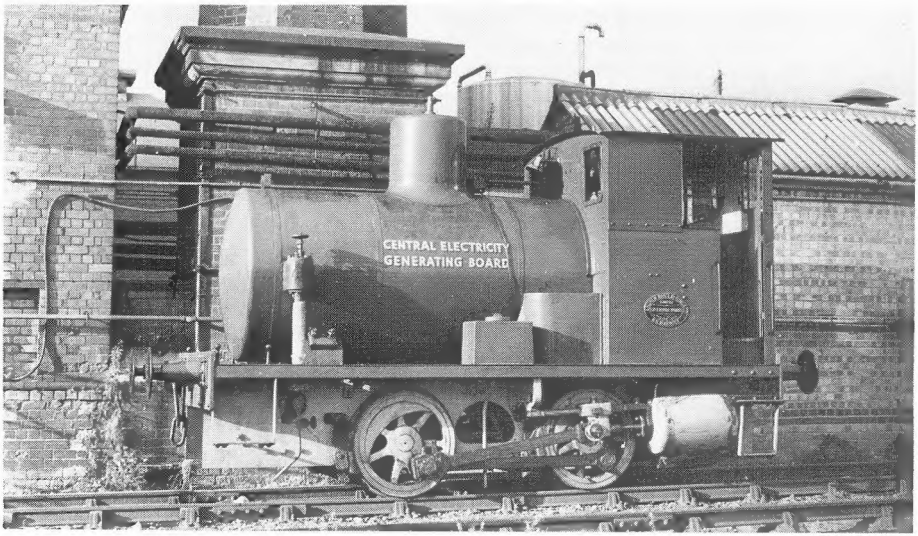


Exhibit No. 1.1.3. the day after its arrival at Ashchurch in 1973.

1.1.3. 0–4–0 FIRELESS LOCOMOTIVE. ex CENTRAL ELECTRICITY GENERATING BOARD

The 'fireless' or thermal storage steam locomotive does not have a boiler, but in its place a large steam receiver which is periodically charged from a fixed source. This type is readily identified by the lack of chimney and smokebox. They were only intended for industrial shunting duties but were preferred in situations where smoke was not desirable (e.g. food factories) – where sparks would be dangerous (e.g. ammunition depots) or where steam was plentiful and relatively cheap as at power stations.

This example left the works of Andrew Barclay Sons and Co. Ltd., in January 1942, as their No. 2126. Originally battleship grey, the loco. bore a succession of owners names as its home for its entire life, Gloucester's Castle Meads Power Station changed from one authority to another, the loco being a light green when the CEGB most generously presented it to the Dowty RPS in November 1973.

As usual with fireless loco's, the cylinders are at the cab-end, the exhaust being led up a pipe behind the cab. A ratchet hand brake is provided but heavy loads are braked by reversing; a relief valve on the main steam pipe exhausting via a pipe out of the cab roof. As a steam whistle would tend to reduce the period between re-chargings, the only warning device fitted is a hand worked bell.

Leading Dimensions
Weight (empty) 15¼ tons.
Weight (working order) 20¾ tons.
Full working pressure (steam receiver) 200 lb/sq. in.
Max. steam chest pressure (via reducing valve) 185 lb/sq. in.
Cylinders 15" x 18" (outside).
Driving wheels 3' 0".
Height 10' 9". Length over buffers 19' 7".
Inside Stephensons Link Motion and Slide Valves.

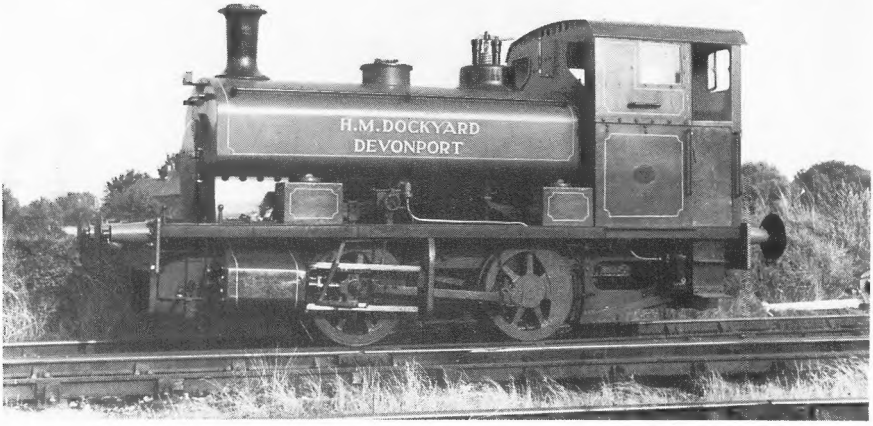


Exhibit No. 1.1.4. at Ashchurch.

1.1.4. 0–4–0 SADDLE TANK LOCOMOTIVE No. 2 ex DEVONPORT DOCKYARD

Built in 1946 by Andrew Barclay Sons and Co. Ltd., of Kilmarnock, Scotland to works number 2221, this engine was rescued from a Gloucester scrapyard by a group of DRPS members, who now own and maintain her at Ashchurch.

Originally built for use in Singapore but never exported No. 2221 has a colonial-type double skinned cab roof to ease conditions on the footplate.

Leading Dimensions
Cylinders 12 " x 20" apx. (outside)
Driving wheels 3' 0" apx.
Length over buffers 21' 8" apx.
Inside Stephensons Link Motion operating slide valves.

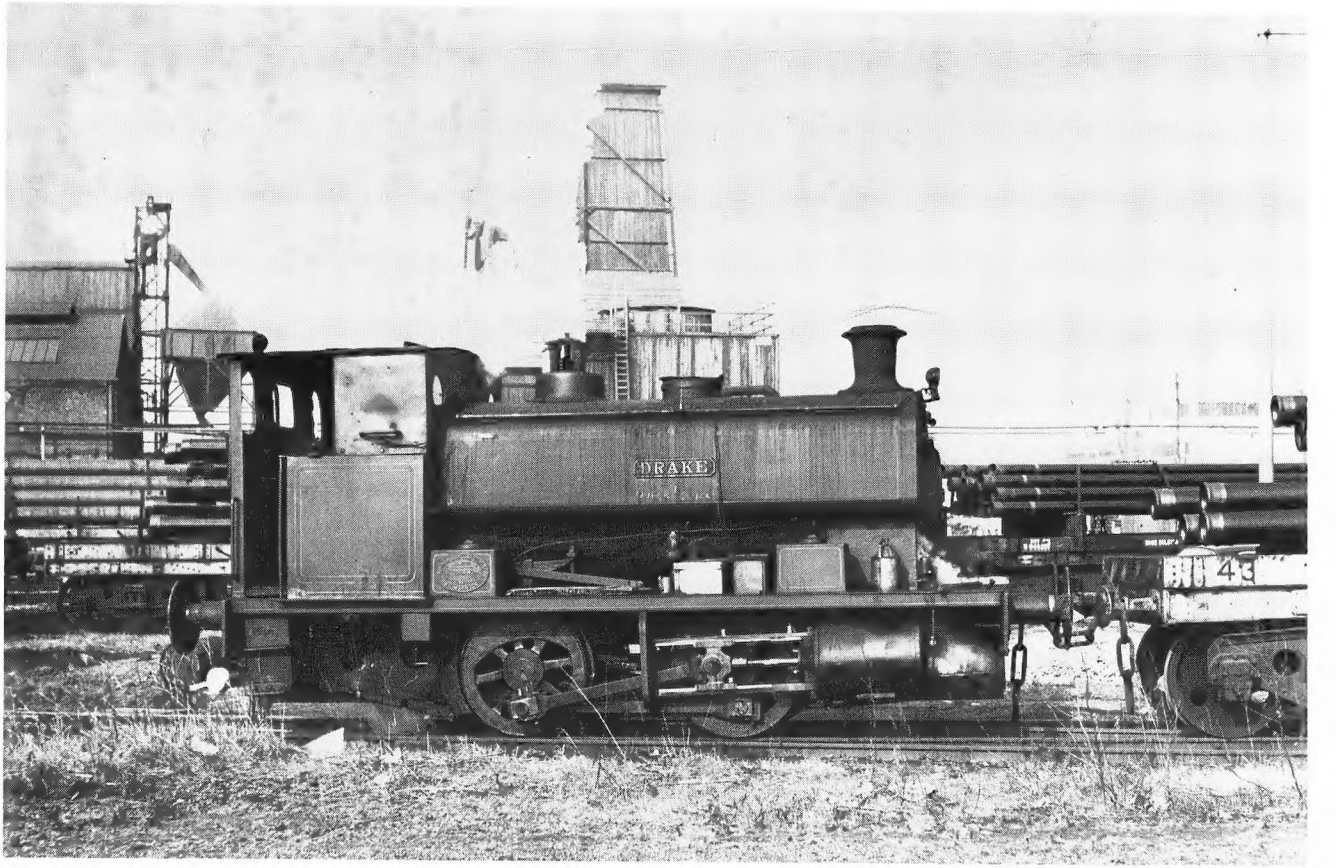


Exhibit No. 1.1.5. in steam at Newport Tube Works.

1.1.5. 0–4–0 SADDLE TANK LOCOMOTIVE 'DRAKE' (OIL FIRED)

'Drake' was built by Andrew Barclay Sons and Co. Ltd. in 1941 (works number 2086) and shows us a third means of avoiding a harmful exhaust (c.f. exhibits 1.1.2. and 1.1.3.) as she was supplied new to Glascoed Ammunition Depot, MOD, Monmouthshire, fitted with oil firing to prevent spark-throwing. It is believed that she is the only standard-gauge locomotive existing, built with oil firing for British use.

After overhaul at A.R. Adams of Newport, 'Drake' passed to Newport Tube Works. About 1973 the locomotive was taken out of use due to lack of work and when the British Steel Corporation closed the plant in 1974, agreement was made for her to be moved to Ashchurch, where she is now on indefinite loan to the DRPS.

Leading Dimensions:
Weight (empty) 22 tons 15 cwt.
Weight (working order) 27 tons 12 cwt.
Boiler pressure 160 lb/sq. in.
Cylinders 14" x 22" (outside).
Driving wheels 3' 5".
Tractive effort 14,198 lb.
Hauling capacity on level, 686 tons. On 1/50 grad. 164 tons.
Inside Stephenson Link Motion and Slide Valves.
Heavy fuel oil is carried in tanks either side of the firebox, in place of coal bunkers.
Electric lighting, accumulator-powered is fitted.

1.1.6. 4 WHEEL DIESEL-MECHANICAL LOCOMOTIVE No. 802

This small industrial shunter was built by Ruston and Hornsby of Lincoln, (works number 221645) in 1944. Originally Number 802 of the British Army, the locomotive was purchased from Long Marston scrapyard by the Railway division of Dowty Mining Equipment Ltd., but was not found as suitable as the rail mounted lorry for their purposes and passed to the Railway Society in 1974, after a period of disuse.

The locomotive has a 48 h.p. Ruston 4 cylinder water cooled Diesel engine driving the standard Ruston three speed constant-mesh gearbox, lever operated; with lever operated reverse and a lever handbrake. Electric start, horn and lighting are fitted. Final transmission is by chain.

We use the loco. for all shunting when there is no steam locomotive in use. It has been proposed that the name 'Formidable' be applied.

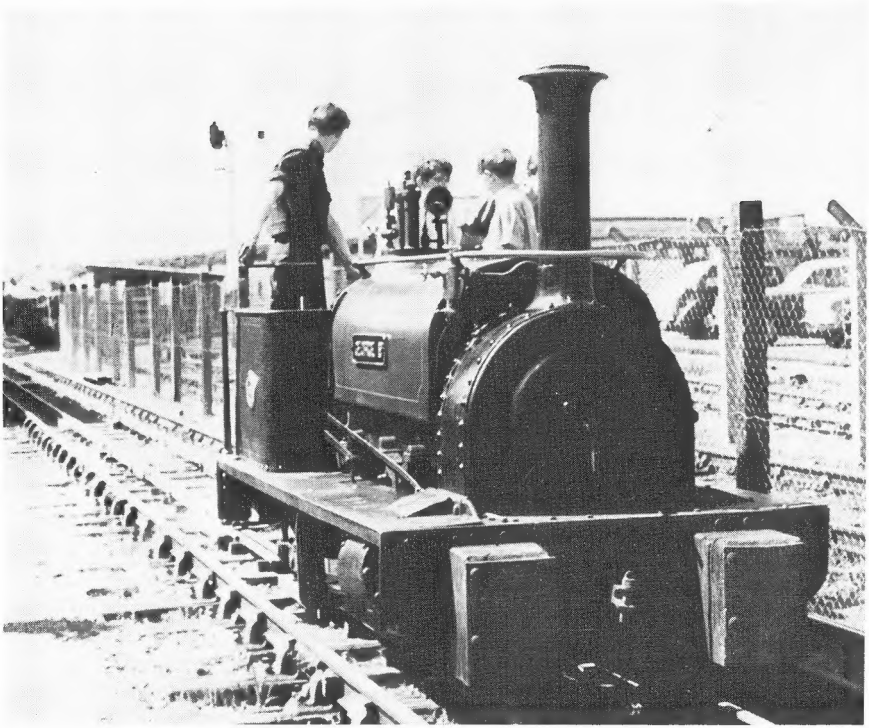


Exhibit No. 1.1.7. on one of its early steamings at Ashchurch.

NARROW GAUGE

1' 11½" g.

1.1.7. DINORWIC QUARRY LOCOMOTIVE 'GEORGE B'

'George B' was built in 1898 by the Hunslet Engine Co., Leeds (works number 680) for the Dinorwic Slate Quarry Co., of Llanberis, North Wales.

She was originally named 'Wellington'; the origin of the present name is obscure. 'George B' retained the Dinorwic gauge of 1' 10¾" until 1976: she was the first of the Dinorwic engines to have a boiler barrel rolled in one piece.

She was bought by Alan White, chairman of the DRPS in 1965 and steamed at Ashchurch before being dismantled for a very thorough rebuild. 'George B' is an 0—4—0 saddle tank, fitted hand brake only and open cab.

Leading Dimensions:
Weight (empty) 5 tons 15 cwt.
Boiler pressure 120 lb/sq. in.
Cylinders 7" x 10" (outside)
Driving wheels 1' 8"
Length 12' 8¼"
Outside frames. Inside Stephenson Link Motion and slide valves.

1.1.8. JUNG 0–4–0WT LOCOMOTIVE 'JUSTINE'

Built by Arnold Jung of Jungenthal, Bei Kirchen, Sieg, Germany in 1906 (works number 939) and purchased from a contractor near Brussels by a group of DRPS members – the North Gloucestershire Narrow Gauge Company – arriving here in July 1975.

'Justines' many typical continental features make an interesting comparison with the British style of 'George B'. She has a well tank between the main frames, with outside cylinders and outside Allan Straight-Link Valve Gear operating slide valves above the cylinders. The regulator valve is externally mounted at the front of the steam dome. A ratchet hand brake is fitted.

Although a number of parts were missing when purchased, the new owners were fortunate in that the loco. was well advanced in a full overhaul before being put aside and stored in Belgium for a number of years.

Leading Dimensions:

Weight (loaded) 7 metric tonnes.
Boiler pressure 12 atmospheres.
Cylinders 190 x 300 mm appx.
Driving wheels 600 mm.
Length over buffers 16' 6".

1.1.9. (a) & (b) LISTER 'R' TYPE RAIL-TRUCK LOCOMOTIVES

These 7 h.p. Diesel locomotives, of a simple but effective design, were received from Dowty Meco Ltd of Worcester, a Dowty Group Company well known for conveyor manufacture, where they had been used to transport materials on the internal factory rail system. As this at one time involved a level crossing over Bromyard Road, the council required them to be registered and licensed, an arrangement not known of elsewhere, although they were exempt from paying duty!

The Dursley built locos are fitted with Lister LD2Z twin cylinder, air cooled Diesel engines, although No. 34523 at least, was built with a petrol engine. The loco-type gearbox has two speeds in either direction. Chain transmission is used; there is a pillar hand-brake and gravity sanding gear at both ends. Hauling capacity is stated to be 24 tons on the level.

(a) Lister No. R28039. Built 1945.
Present engine No. 838LD2Z14.
Road registration No. BFK 454.
Arrived Ashchurch 1977.

(b) Lister No. R34523.
Present engine No. 1999LD2Z12.
Road registration No. DFK 538.
DRPS Running No. 2.
Arrived Ashchurch 1972.

1.1.10. MOTOR RAIL LTD. 'SIMPLEX' PETROL LOCOMOTIVE

Motor Rail No. 7053 was built in the '30's based on the types which served on temporary railways laid up to the Front in the first World War.

Our example arrived on loan from the NW Gloucestershire Water Board (now Severn Trent Water Authority) on 11th of November 1972; their other loco. No. 5038 also arrived on November 4th 1972 but has now been used for spares at the Leicester Museum of Technology. The water board inherited the locos from Gloucester Corporation when the water undertakings were grouped. They had previously been used moving material in the construction of Estcourt Road, part of the Gloucester Ring Road.

Prime mover is a 20 h.p. Dorman twin cylinder petrol engine driving forward/reverse and two speed gearboxes.

Fitted Screw Brake. DRPS Running number 3.

Narrow-gauge locomotives, from left to right, exhibits Nos. 1.1.10, 1.1.11, and 1.1.13.

1.1.11. RUSTON & HORNSBY 18/20 h.p. DIESEL LOCOMOTIVE 181820

No. 181820 was received from the Severn Trent River Authority, who used light railways in building flood defences, in 1972. It is now owned by a group of DRPS members who have repainted the erstwhile green machine in Union Pacific yellow. Powered by a 20 h.p. Lister twin cylinder Diesel engine with Ruston 3 speed constant-mesh gearbox.

Severn River Authority No. L5

DRPS Running number 5.

1.1.12. RUSTON & HORNSBY 16 h.p. DIESEL LOCOMOTIVE 166010

This early Ruston Diesel was obtained by member Martin O'Keefe from Kingston Minerals Ltd., Monks Park Mine at Corsham, Wilts, where it had been stored underground for a while.

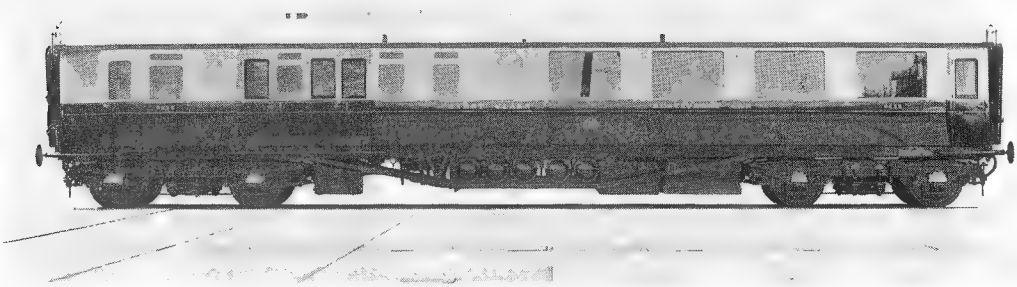
Received as a 2' 6" gauge machine, the wheels were taken to British Rail Swindon Works and regauged in February 1975.

Running number 1.

1.1.13. RUSTON & HORNSBY DIESEL LOCOMOTIVE 354028

This Ruston 20DL Class locomotive with mechanical transmission was built in 1953 and supplied new to S.S. Scott and Sons Ltd., Ilford Sewerage Works. It was subsequently used by Barking and Ilford Joint Sewerage Board (later Greater London Council) at Gascoigne Road, Stevenage Pumping Station, Barking, Essex. No. 354028 is also owned by Mr. O'Keefe.

DRPS Running No. 4.



Official GWR photograph of our exhibit No. 1.2.1 when new in 1935. (Photo courtesy of British Rail)

1.2. CARRIAGES

STANDARD GAUGE

1.2.1. GREAT WESTERN RAILWAY RESTAURANT CAR No. 9635

One of two Kitchen-First restaurant cars included in the special trains built for the 'Cornish Riviera Limited' in the GWR's centenary year, 1935. This is the only Centenary Stock vehicle to survive.

The unusual 9' 7" width of the vehicle maximises comfort inside but necessitated recessing of the doors. The kitchen is virtually in its original condition, apart from the substitution of an electric fan for the venturi extractor originally fitted and conversion from oil-gas to propane cooking. The dining saloon was completely updated by Hamptons in 1947. Prior to this, the original full width lowering windows had been replaced by fixed lights and sliding ventilators of a shallow pattern in 1938.

After the War these coaches were used on most main line services, including Paddington-Wolverhampton trains and Newbury Race Specials.

The carriage was purchased from BR in 1963 with the aid of a grant from the Dowty Sports and Social Society.

It is being restored to 1947 livery and as soon as possible will be reopened to serve teas at Open Days.

Leading Particulars:
Swindon Lot No. 1540.
Weight 42 tons 8 cwt.
Length over buffers 63'6½".
Total width 9' 7".
Height over ventilators 12' 11"
Seating capacity 24 1st class.
Bogies GWR 9' 0" Pressed Steel design of 1933.
(This type of bogie formed the basis for the Swindon designed BR Standard 8' 6" wheelbase bogie.)

Exhibit No. 1.2.2. photographed in the 1930s before conversion to an engineer's saloon. Broadside and internal views. (Photo courtesy of British Rail.)

1.2.2. GWR SPECIAL SALOON No. 9044

Built in 1881, this is the oldest surviving complete Great Western Railway carriage and is early by bogie carriage standards anywhere.

The corridor must be one of the earliest in the country. The vehicle was hired by those who could afford it and attatched to the train they intended to use, for exclusive use. An 1890's photograph of the Royal Train almost certainly includes this carriage.

Of particular interest is the servants' compartment opening off the corridor, which is of first-class dimensions and gives a good impression of what Victorian and Edwardian travel must have been like.

The Saloon was used by the famous opera singer, Dame Adelina Patti for her concert tours and it is believed that the Prince of Wales used it on his South Wales tours in the 'twenties. In August 1936 it was converted for use as an Engineers Saloon and renumbered 80973. The main alterations were the replacement of two settees by desks and the addition of warning gongs and steps. It's last years were served as the Shrewsbury Engineer's saloon.

The clerestory windows appear to have been blacked-out at the outbreak of war. When this paint was removed, the engraved pattern of the glass was revealed. The clerestory design originated to allow more daylight to illuminate the interior of coaching stock and removal of the paint from the glass showed how successful this was.

Purchase of the saloon was made possible in 1964 by donations to a rolling stock fund set up by the Dowty Railway Preservation Society and donations to a fund especially for this vehicle organised by Mr. D. Rouse.

The saloon suffered severe damage early in 1969 when the 195' long jib of a crane working on the ex MR warehouse (following a fire there) crashed across the DRPS site. The roof and sides of the northern end were completely demolished. However, repairs were carried out by Mormons (Shopfitters) Ltd of Drybrook, Glos., and restoration to the livery carried in the 1920's continues in the hands of members.

Leading Particulars:
GWR Lot No. 241.
Length over mouldings 46' 6¾".
Width over eaves 9' 4¾".
Height to clerestory roof 12' 9".
Tare Weight 23 tons 6 cwt.
Bogies 8' 6" Dean Centreless type.

Foretaste of things to come Kerr-Stuart 0-4-0ST 'Peter Pan' provides a breath of steam, hauling the society's n.g. carriage (1.2.3.) during the locomotive's visit to Ashchurch in 1977.

NARROW GAUGE

1.2.3. BOGIE PASSENGER CARRIAGE

This carriage was built by the Society to replace the 4 wheel coaches formerly used to give rides on the narrow gauge system. It is constructed of timber on the chassis of a Hudson wooden-bodied open wagon. Although roofed it has open sides. Longitudinal seating is approached from a vestibule at one end, where a guard's seat and screw brake are positioned. Seating capacity approx 16.

1.2.4. (a and b) 4-WHEEL PASSENGER CARRIAGES

These simple 4 seat vehicles are on loan from the North West Gloucestershire Water Board (Now Severn – Trent) and were constructed by them on the chassis of tipper skips. They saw service at open days at the Mythe Water Works at Tewkesbury, but were brought in from Dowdeswell Reservoir, Cheltenham, in 1972.

Two similar carriages were received without wheels.

1.3. WAGONS

STANDARD GAUGE

1.3.1. LANCASHIRE AND YORKSHIRE RAILWAY COVERED VAN

This was built at Newton Heath in 1894, passing to the LMS at the grouping of the Railways.

Shortly afterwards it was sold to Cadbury Brothers at Bournville for use inside their works, conveying 'Chocolate Crumb'. When it was replaced by an all-steel van in 1963, Cadbury Brothers donated it to the Dowty Railway Preservation Society. Especially interesting is the canvas roof flap, a feature once common on vans to allow them to be loaded from overhead hoists.

Fitted with double brakes, where each side works quite independently of the other.

1.3.2. MIDLAND RAILWAY SIX WHEEL GOODS BRAKE VAN No. 1060

This vehicle, built at Derby in 1904, was used for many years at Port Sunlight before being acquired by the DRPS in 1969.

Attention is needed to the woodwork of the vehicle, but meanwhile it has been painted in the Midland Railway colours. This MR Brake Van is in near original condition, including number and builders plates and Midland Railway axlebox covers.

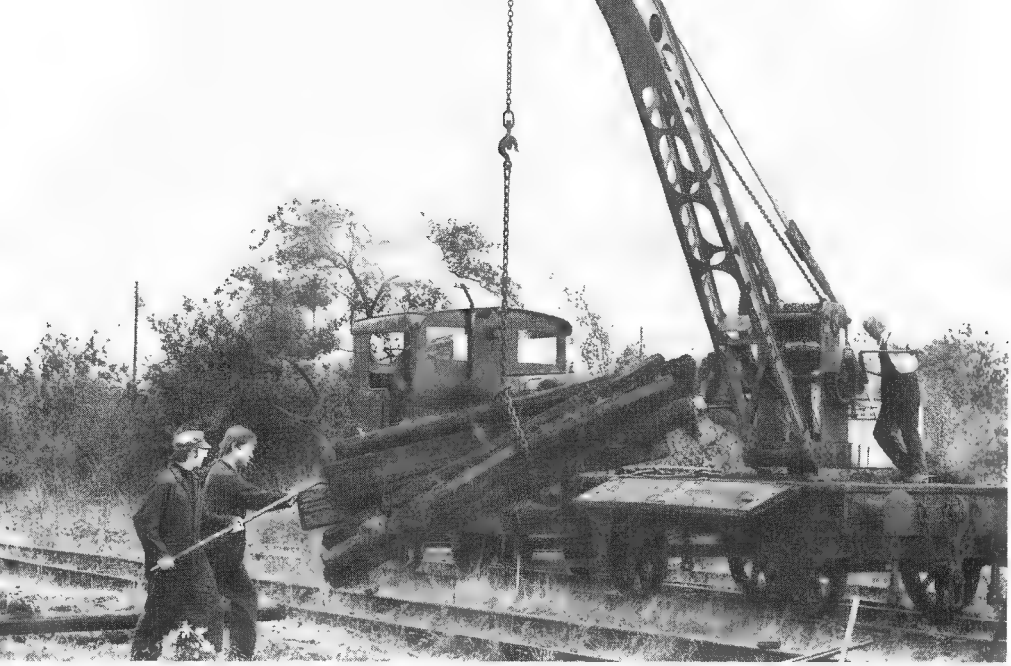


Exhibit No. 1.3.3. in use on track removal prior to the relaying of 1977/78 at Ashchurch (Diesel Loco. Exhibit No. 1.1.6. behind). Photo D. Oram, Dowty Camera Club.

1.3.3. GWR RAIL-MOUNTED THREE TON HAND CRANE No. 538

This vehicle was built at Swindon in 1903 and purchased from British Railways by the DRPS in 1969.

Unfortunately the crane's match truck was not for sale at the same time. The Society uses the crane for general maintenance and restoration duties around the site including track maintenance, stripping of locomotives, etc. Luffing of the jib is carried out by connecting the hoist hook to a fixed point on the crane and operating the hoist.

1.3.4. GWR 'CORAL A' GLASS WAGON No. 41723

This 12 ton wagon, built at Swindon in 1908 and now unique, has been used for tests on automatic couplers. It's original purpose of course, was to carry crates of glass in the vertical position, between the upright stanchions. Movable clamping frames are missing.

1.3.5. GWR ORIGIN S. AND T. DEPT. MESS AND WORKSHOP VAN

This vehicle was purchased by the owners of No. 2221 Andrew Barclay Saddletank in November 1970. It was originally a Great Western 'Toad' Brake Van but had been modified for use by the Signals and Telegraph Department staff as a mess and workshop van, being stationed at Fishponds, Bristol. Its new owners use it for storage of spares and tools in addition to its original functions.

Exhibit 1.1.2. before completion of signwriting with brake van, exhibit No. 1.3.6., during a 1977 open day.

1.3.6. LMS-TYPE BRAKE VAN No. M732463

This 20 ton brake van represents the final form of the Stanier type van, having been built in 1949.

It was purchased from Wigan Springs Branch depot by the DRPS in 1977 and has been restored to LMS wartime condition. It is used to carry passengers behind one of the steam locos at open days.

NARROW GAUGE
1' 11½" g.

1.3.7. BOGIE OPEN WAGONS

a) to c)

Basically similar wagons built by Robert Hudson Ltd of Leeds and having rubber block suspension, screw brake on one bogie only and 3 link couplings.

No. 207, built 1952; steel bodied with drop sides. Owned by the DRPS. Arrived Ashchurch in 1974.

No. 263. Formerly a wooden bodied, drop side wagon but converted by it's owners to a flat for handling rails etc. Owned by the NGNGC (cf. Exhibit 1.1.8.) Arrived Ashchurch in 1977.

No. 280 (carried No. 248 for a while) built 1955; steel bodied with drop sides. Owned by the NGNGC. Arrived Ashchurch 1977.

1.3.8. HUDSON 4-WHEEL OPEN WAGONS

a) and b)
Built to carry ammunition boxes, with wooden floor and wood slatted drop sides. Screw brake and 3 link couplings.

No. 25 owned by the NGNGC, arrived at Ashchurch 1977.

No. 458 (No. 110 once carried; possibly also 126 at another period) Owned by Mr. M. O'Keefe. Arrived at Ashchurch in 1974.

1.3.9. TIPPING SKIPS

1.3.9.1. HUDSON SIDE TIPPING SKIPS

a) to c)
Brought in on loan from the North West Gloucestershire Water Board at Dowdeswell in 1972 and used by the Society for ballasting work, coaling of steam locos, etc.

1.3.9.2. DUCROO & BRAUNS SIDE TIPPING SKIP

Purchased by a group of members in 1975 from Prinknash Abbey, Cranham, Gloucestershire where it had been used at the pottery works.

1.3.10. 4-WHEEL FLAT WAGONS

a) and b)
Received from Dowty Meco Ltd in 1972 and now used during maintenance work. Unsprung steel construction: not numbered.

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2. SIGNALLING EQUIPMENT

2.1. SIGNAL BOXES

2.1.1. CALIFORNIA CROSSING SIGNAL BOX

This signal box, most of it's contents, the corrugated iron lamp hut, the BR concrete fogmens hut (gate kiosk) and the battery cupboards (now S&T Store) were removed from the Gloucestershire Eastgate-Tuffley loop line in early 1976, following the closure of that line and transfer of all traffic to the present Gloucester station.

The signal box now forms one end of a 'block section' on the narrow gauge line and operates in conjunction with the headshunt box referred to under 'Naas Crossing Signal Box', below, thus forming a complete working demonstration of traditional railway signalling practice as well as promoting the safety of trains on this section.

A date on the concrete foundations at Gloucester suggested that the box dates from 1920, being of typical Midland Railway design. It has been painted in what is believed to be Midland Railway colours, with a replica MR style nameboard on the front. The other boards are an LMS board and a similar replica the other end.

Main equipment consists of the 12-lever MR tappet-interlocking frame with gate machine (wheel) which now operates lifting

Exhibit No. 2.1.1. seen above at its original site in Gloucester, and below at the D.R.P.S. depot after repainting.

barriers across a foot crossing of the narrow gauge. Two small levers of GW origin used to lock the wicket gates at California Crossing. The block shelf and most instruments came from Beckford signal box (the next station from Ashchurch on the Evesham line) but some instruments have been swapped to suit the layout now controlled.

Other equipment used or displayed in the box:

2.1.1.2. Three mechanical signal repeaters from Alstone Junction Signal Box, Cheltenham. (not working)

2.11.3. Eight plungers and indicators (track circuit and others) mounted on the block shelf. On loan from Mr. D. Etherton.

2.1.1.4. GWR Block Bell on loan from Mr. D. Wilcox.

2.1.1.5. Two token carriers. (A token, tablet or staff is carried by the driver of a train entering the section to which the token applies, thus guarding against single-line collisions.)

2.1.1.6. GWR Staff, Llanybyther-Maesycraigiau. On display only: staffs were colour-coded for the relevant section, this one, from the Cardiff-Aberystwyth line, being blue.

2.1.1.7. Dublin South Easter Railway 'B' Staff with key, Wicklow-Greystones.

The key would unlock intermediate ground frames. Loaned by Mr. M. O'Keefe.

2.1.1.8. 'Workman Disconnected' Lever Collars (two).

2.1.1.9. GWR Wall Clock No. 1413.

(See also exhibits: 2.4.7., 2.4.8., 2.5., 2.6.1., and 2.8.1.)

2.1.2. BURNHAM ON SEA SIGNAL BOX

A small Somerset and Dorset Railway box, formerly platform mounted at Burnham. This timber built box was first preserved at the Yieldingtree Railway Museum at Bleadon and Uphill, Weston-super-Mare and was moved to Ashchurch in January 1968. It's sole purpose is now the depot shop on Open Days.

Lists of interesting sales items are available by post.

2.1.3. BRIZE NORTON & BAMPTON GROUND FRAME BOX

This five lever ground frame from the Fairford branch has the luxury of covered accommodation and is complete with the original cast-iron plates. It formed the original control for our narrow gauge line before the later equipment was acquired. See also exhibit 2.8.2.

2.1.4. NAAS CROSSING SIGNAL BOX FRAME

The complete 25 lever frame and associated rodding and cranks were purchased and removed to Ashchurch by two members in July 1977, after the signal box had been taken out of action following a fire; Naas Crossing is three miles south of Gloucester. Parts of this LMS equipment have been reassembled to provide more comprehensive signalling at the headshunt on the narrow gauge line.

2.2. GROUND LEVER FRAMES

2.2.1. 3-lever Midland Railway Ground Frame (loaned by Mr. R. Etherton)

2.2.2. 1 lever Western Region Ground Frame.

2.2.3. 2 lever London and North Western Railway Ground frame ('catch handle' type).

2.2.4. 2 lever Great Northern Railway Ground Frame.

2.3. SIGNAL BOX NAMEPLATES (GWR AND LMS)

2.3.1. 'Cheltenham South & Leckhampton Signal Box'. A GWR brick built box.

2.3.2. 'Andoversford Station Signal Box'. A typical all timber GWR box.

2.3.3. 'Andoversford Junction Signal Box'. This was a brick built Midland and South Western Junction Railway signal box controlling the junction with the Kingham line.

2.3.4. 'Brize Norton and Bampton Signal Box'. Brick built and on the station platform like all the signal boxes on the Fairford branch.

2.3.5. 'Bredon'. A typical wooden LMS nameboard from the next box northwards from Ashchurch.

2.3.6. 'Eckington'. LMS, the box north of Bredon.

2.3.7. 'Cleeve'. LMS, south of Ashchurch. Loaned by Mr. R. Wales.

2.3.8. 'Upton on Severn'. A LMS nameboard from the Ashchurch-Malvern branch, latterly the branch terminus. Loaned by Mr. R. Wales.

2.3.9. 'Barton Street GF', a contemporary style BR plate from a ground frame on the diverted Gloucester (Eastgate) line.

2.4. SIGNAL BOX DIAGRAMS

2.4.1. Cleeve signal box diagram.

2.4.2. Bredon signal box diagram.

2.4.3. Ashchurch illuminated signal box diagram. From the 1950's signal box which replaced several Midland Railway boxes around the station and was itself replaced by the coming of multiple-aspect signalling controlled from the Gloucester panel box. Track circuits caused sections of the diagram to light when a train completed the circuit across the rails.

2.4.4. Grange Court signal box diagram. From the South Wales line west of Gloucester.

2.4.5. Derby South Junction signal box diagram. A very early diagram drawn direct on the timber and discovered as the backing board of the Bredon diagram!

2.4.6. Scratchwood Sidings signal box diagram. Somewhat tattered as a result of being found buried with other signalling equipment on the site of one of the old Ashchurch boxes.

Scratchwood was between Elstree and Mill Hill on the MR's London extension.

2.4.7. California Crossing Signal box diagram. Loaned by Mr. D. Preece.

2.4.8. California Crossing signal box diagram. The final illuminated diagram which came with the signal box when this was moved to Ashchurch.

2.5. DETONATOR EQUIPMENT

2.5.1. Midland Railway Detonator Case.

2.5.2. British Railways Detonator Case.

Safe metal cannisters for holding detonators, which latter are fixed to the rail head in conditions prescribed in the Rule Book, such as accident, fog, runaway, etc. and explode under the wheels of the next train, thus audibly warning the driver. On view in California Box.

2.5.3. a) and b). Detonator Magazines from Naas Crossing. (Used to automatically feed a mechanical detonator placer, worked from the signal box in emergency situations).

2.6. SIGNAL POSITION REPEATERS AND LAMP REPEATERS

To inform the signalman of the state of signals out of site of the box. The former are operated by robust switches on the signal and the latter by heat operated contacts in the oil lamp housing.

2.6.1. GWR Signal arm repeater (on bookshelf in the California box).

2.6.2. LNWR arm and lamp repeater. (Currently in store.)

2.6.3. (a) and (b) GWR Lamp repeaters (in store)

2.7. TRACK CIRCUIT INDICATOR

Possibly Midland Railway; where certain crucial sections of track are out of sight, this instrument will operate when a train completes the circuit at that particular spot.

2.8. TELEPHONE INSTRUMENTS

2.8.1. a) to g). Wood cased, wall mounted instruments with battery operated bells. (Four loaned by Mr. R. Etherton).

2 in the California box.
2 in the Brize Norton cabin.
1 in the Headshunt (Naas) box.
2 DRPS owned in store.

2.8.2. Wood cased, hand cranked magnetic telephone ex Dinorwic Slate Quarry, displayed in the Brize Norton cabin. (Loaned by Mr. R.A. Rainbow).

2.9. (Other) BLOCK INSTRUMENTS

2.9.1. a) and b). Midland Railway Block Instruments from Beckford Signal Box. The MR 'Wyvern' shown on the card behind the needle is considered unusual.

2.9.2. GWR Block Instrument.

2.10 BLOCK SWITCH

Mounted on a signal box's block shelf, this enabled the box involved to be switched out and the two adjacent sections of line worked as one section when traffic was light. Its use was governed by the Block Signalling Regulations. This one is a LNWR Block Switch.

2.11. MIDLAND RAILWAY SIGNALS

2.11.1. Up Starting Signal from Beckford, on the Ashchurch-Evesham line. Note the typically Midland overhung bracket for the arm, and the size of the lamp.

2.11.2. Ground Signal from Beckford. Now operated from No. 2 lever in the California box.

2.12. GWR SIGNALS (All from the Cheltenham-Andoversford line).

2.12.1. Leckhampton Up Advance Starter and Shunt Arm. Now worked from No. 6 lever in the California box, this admits trains to the narrow gauge station from the extension siding. The shunt arm, however, is now operated by No. 5 lever and is mounted under the 'Fixed Home' at the platform end.

2.12.2. Leckhampton Down Platform Starter. Worked from lever No. 8, this is now the Up Home Signal for the station. (behind shop).

2.12.3. Andoversford Up Approach Home and Fixed Distant. The upper half of this signal works from lever No. 9 and acts as the Down Starting Signal (by the wooden, loco shed).

2.12.4. a) and b). Early GWR Ground Signals, probably 19th century, a) worked from lever 4 controlling exit from the pit siding and b) in store.

2.13. LNER GROUND SIGNALS

a) to f) made by the Railway Signalling Company.

2.14. BR SIGNALS

2.14.1. Standard Ground Signal (in store)

2.14.2. Western Region Stop Lamp (in store)

2.15. Other SIGNAL LAMPS

2.15.1. a) and b) Midland Railway.

2.15.2. LMS

2.15.3. GWR

2.15.4. Other assorted lamps.

2.16. Other SIGNAL POST FINIALS

2.16.1. Midland Railway, Cast Iron. More common than the wooden example atop exhibit 2.11.1.

2.16.2. GWR for timber post. Those on exhibits 2.11.1., 2 & 3 differ in having four sided sockets, not two.

2.16.3. GWR Tubular post distant signal. The ball on GW Distant signal finials was painted in yellow instead of the red of Home Signals.

2.16.4. a), b), c). BR Western Region for tubular post Home signals.

2.17. MISCELLANEOUS IRON SIGNS

2.17.1. LMS 'Track Circuit' Plate, warning permanent way staff of the end of a section fitted with track circuiting.

2.17.2. 'Signal Dept'. Most likely Midland Railway.

2.18. MIDLAND RAILWAY POINT LOCK BOX 1895

3. STATION EQUIPMENT

3.1. STATION FURNITURE

3.1.1. North Staffordshire Railway Station Seat. This was bought at an auction of railway equipment at Stoke-on-Trent, and although of a type normally used in waiting rooms, its condition suggested that it had been outside for some time. There were traces of the name 'Newchapel and Goldenhill' on the back.

3.1.2. GWR Station Seat from Lydney, Gloucestershire.

3.1.3. Station Table (to be re-built with new woodwork).

3.1.4. Two GWR Seats from Gloucester Central.

3.1.5. One wooden seat from Bredon.

3.2. STATION NAME BOARDS

3.2.1. 'Brize Norton and Bampton'. The letters are made from fibre-board and were probably a post-war replacement following the removal of all station names during the last war. A Fairford branch sign.

3.2.2. 'Lechlade'. Another station on the Fairford branch. This sign has cast-iron letters.

3.2.3. 'Tewkesbury'. A typical LMS station nameboard, cast in aluminium and now located at the end of the narrow gauge station.

3.2.4. 'Cheltenham Spa.' This sign is awaiting re-assembly with new timber panelling.

3.2.5. 'Ashchurch (for Tewkesbury).' This came from the former main line station and is the standard BR type of the 50's and 60's.

3.2.6. 'Lechlade' enamel sign of the type located on station lamps.

3.2.7. 'Cheltenham Malvern Road' BR totem sign.

3.2.8. 'Ashchurch' ditto.

3.2.9. 'Stroud' ditto. With struts for suspension from platform canopy. Loaned by Mr. N.A. Rainbow.

3.3. PLATFORM BARROWS

3.3.1. MR Platform Trolley.

3.3.2. Sack Truck from Ashchurch Provender Store.

3.4. NOTICES – CAST IRON AND ENAMELLED IRON

Wherever possible these have been erected in appropriate positions around the site.

3.4.1. FROM DOORS AND GATES

3.4.1.1. Occupation crossing gates notice. GWR Kingham line.

3.4.1.2. From GWR signal box door.

3.4.1.3. From door at Leckhampton Station; 'Porters Room'.

3.4.1.4. 'Private'.

3.4.1.5. 'Shut the Gate'.

3.4.1.6. 'Please Adjust your Dress. . .'

3.4.2. TRESPASS WARNING BOARDS

3.4.2.1. GWR Leckhampton – Cast Iron.

3.4.2.2. GWR Brize Norton – Enamelled Iron.

3.4.2.3. Great Central Railway.

3.4.2.4. Somerset and Dorset Joint Railway.

3.4.2.5. Great Northern Railway.

3.4.2.6. British Transport Commission.

3.4.3. 'BEWARE OF TRAINS'

3.4.3.1. Midland Railway. Ashchurch.

3.4.3.2. GWR Brize Norton.

3.4.3.3. Great Central Railway.

3.4.3.4. LNER

3.4.4. MISCELLANEOUS NOTICES

3.4.4.1. Midland Railway Fire Buckets – Enamelled Iron.

3.4.4.2. Midland Railway Engineers Department Fire Buckets – Cast Iron.

3.4.4.3. GWR Booking Office – Carterton. Enamelled Iron.

3.4.4.4. Bristol and Exeter 'Way Out' Cheddar - Wood and Enamelled Iron.

3.4.4.5. Cambrian Railways 'Motor Cars Acts' Bridge Notice from Caerwys.

3.4.4.6. Great Central Railway – 'Bill Posters will be Prosecuted'.

3.4.4.7. Swansea and Mumbles Railway Signpost 'To the Electric Railway'. Enamelled Iron.

3.4.4.8. Manchester, Sheffield and Lincolnshire Railway -- 'Stop Tap'.

3.4.4.9. GWR 'SW' Whistle board. Located on the narrow gauge railway at the south end of the site.

3.4.4.10. GWR 'Catch Points 500 yards'.

3.4.4.11. GWR 'Cross the Line by the Bridge'.

3.4.4.12. GWR 'Doors of merchandise wagons not to be propped'.

3.4.4.13. 'No Person allowed on the Platform without a Ticket'. Timber notice with cast iron letters, located on the Sales Shop.

3.4.4.14. GWR 'Gentlemen', from Leckhampton. Cast Iron.

3.4.4.15. a) and b). 'Cross the Line at the opposite end of the Platform'. Two timber signs.

3.4.4.16. 'Care to be taken in opening out Ballast' . . . from a bridge.

3.5. STATION LAMPS

3.5.1. LMS Gas wall lamp. Tewkesbury Loco. Dept.

3.5.2. GWR Gas wall lamp. Fairford Cycle Shed.

3.5.3. Midland Railway Oil Bracket Lamp. Beckford waiting room.

3.5.4. GWR Standard Gas Lamps. Cirencester Town Goods Yard.

3.5.5. ditto. These now flank the narrow gauge station and are converted to electricity.

3.5.6. Midland Railway Gas Lamp Standard from California Crossing, Gloucester.

3.6. 3 ASPECT OIL HAND LAMPS

3.6.1. Midland Railway.

3.6.2. LMS

3.7. CARRIAGE CLEANING STAGING

3.7.1. From St. James Station, Cheltenham Spa, Glos.

3.8. BOOKING OFFICE EQUIPMENT

3.8.1. GWR Ink Well

3.8.2. Ticket Dating Machine. Upton-on-Severn.

3.8.3. Midland Railway Used Tickets Box. Ashchurch. Now used as a Donation Box by the Dowty Railway Preservation Society. Please give generously.

3.8.4. Tickets Racks. Ashchurch.

3.9. FIRST AID EQUIPMENT

3.9.1. GWR Stretcher.

3.9.2. Stretcher. Both items recovered from Ashchurch Station.

3.10. FIRE FIGHTING EQUIPMENT

3.10.1. and 3.10.2. Midland Railway Branch Pipes (Shand Mason) and (Merryweather) from Midland Railway Forage Store, Ashchurch (Dowty No. 2 Factory).

3.10.3. GWR Fire Bucket. Witney.

3.10.4. GWR Fire Bucket. Cheltenham St. James.

3.10.5. Nest of LNWR Fire Buckets.

3.11. TRAIN INDICATOR FINGER BOARDS

'Cavan and Bundoran'. 'Derry and Dublin'.

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4. MISCELLANEOUS

4.1. NAME AND NUMBER PLATES (LOCOMOTIVES).

4.1.1. Nameplate 'Defiant' from GWR 'Castle' Class Locomotive No. 5080. This plate was selected for preservation by the Society because it was named after an aircraft built by Boulton-Paul, now a company within the Dowty Group. After a period in Barry Scrap-yard, the loco itself is now at Tyseley, Birmingham.

4.1.2. 'Hardwick No. 4'. A colliery locomotive name plate presented to the Society by Mr. John Howarth.

4.1.3. Builders plate from Robert Stephenson and Hawthorns Ltd. Locomotive No. 7619, built 1951.

4.1.4. Three locomotive shed plates donated by Mr. L. Ditchburn to the Society in 1973. These plates were fixed to the steam locomotives' smokebox door (at the bottom) and indicated the depot to which they were allocated.

14.D. Neasden. London Midland Region.

86.F. Tondu. Western Region.

55.H. Leeds (Neville Hill). North Eastern Region.

4.1.5. Builders plate from 2' gauge Simplex Loco No. 5038.

4.2. CARRIAGE AND WAGON NUMBER PLATES

4.2.1. GWR Brake Van No. 68635.

4.2.2. Wagon Register Plate from privately owned tar tank wagon. The (E) after LNW is something of a mystery. This plate came from Gloucester Docks where the wagon was cut up.

4.2.3. LNER Standard 12 ton wagon No. 185533.

4.2.4. Cambrian Railways. Oswestry 1910.

4.2.5. SE&CR No. 16173

4.2.6. Cambrian Wagon Co. Repair advice plate.

4.2.7. Powell Duffryn builders plate 1924 — Aberaman.

4.2.8. Birmingham Railway Carriage and Wagon Company builders plate 1911.

4.2.9. Brass Doorstep plate — BRCW Co. 1911.

4.2.10. LT & S Built 1911.
(The three plates above, recovered from the same carriage scrapped at Long Marston after service on the London, Tilbury and Southend line).

4.2.11. Wagon Repairs plate. Plate GW 9064.

4.2.12. a) and b). 'Return Empty to Evesham LMR' (2 off) on loan from Mrs E. Linnell of Carrant Road, Tewkesbury. Presumably these were off LMR Fruit Vans.

4.2.13. Stewarts & Lloyds, Corby Wagon No. 9592 loaned by Mr. P. Moloney.

4.2.14. MGWR Broadstone 1883. (Mr. N. Payne).

4.2.15. Gloucester Railway Carriage & Wagon Co. Ltd. Wagon plate (the type embraced by a large 'G') Donated by Mr. M. O'Keefe.

4.3. PERMANENT WAY

4.3.1. Rail Deflection Indicator.

4.3.2. Track Gauge.
This was found in one of the luggage racks of the GWR Saloon when first purchased.

4.3.3. Midland Railway Lookout Armband.

4.3.4. GWR Velocipede. Used by Permanent Way men for single man transport, e.g. Track inspection.

4.3.5. GWR 4 wheel 'pump' trolley (The type made in the USA)

4.3.6. LSWR Rail Chair (on loan from Mr. D. Howe.)

4.3.7. BOUNDARY MARKERS

4.3.7.1. Gloucester and Dean Forest Railway/South Wales Railway boundary stone, from Grange Court Station, Glos. (Now located below Brize Norton and Bampton station name.)

4.3.7.2. Midland Railway boundary marker.

4.3.7.3. GWR boundary marker.

4.3.8. MILE POSTS

4.3.8.1. '5' mile post, Corris Railway.

4.3.8.2. '¼ mile from A' (Ashchurch) mile post.

4.3.8.3. '106¼' mile post. GWR

4.3.9. a) and b) Lookouts Horns.

4.3.10. Fragments of flanged plateway rail from Leckhampton Hill, Cheltenham.

4.3.11. Early rail chair and Bullhead rail, from Ashchurch station. (Birmingham and Gloucester Railway?)

4.3.12. Half of an early cast-iron fish bellied rail.

4.3.13. GRADIENT POSTS

4.3.13.1. Midland Railway, iron '1 in 703, 1 in 174.'

4.3.13.2. Timber post. Level -- 1 in 85.

4.3.13.3. Southern Railway, concrete, 1 in 101, 1 in 300.

4.13.14. Platelayers Cross Level Gauge.
The spirit level is graduated in inches of cant ('Lift' of one rail relative to the other,) up to 6" maximum.

4.3.15. The Society's PW tools include items which are not normally displayed as exhibits, such as screw track jacks, sleeper carrying 'nips', keying hammers of GW and LMS origin, Etc.

4.4. TYRE GAUGE

Spanning a pair of wheels and stamped 'New Profile'. Any information welcomed.

4.5. BRIDGE NUMBER PLATES

4.5.1. LMS '93'

4.5.2. LNWR '48'.

4.6. GLASS CELL

From GWR carriage accumulator.

4.7. CARPET

North Eastern Railway carriage compartment carpet with crest.

4.8. GWR CARRIAGE BODY PARTS

This coach was once used as a dwelling house at Bengrove. The ventilator bonnets from this body were used to replace those missing from the Saloon coach (Exhibit No. 1.2.2.)

4.8.1. Quarter light from the 'Smoking' compartment and it's bolection mouldings, converted to display photographs.

4.8.2. Door ventilator, with advertisement panel.

4.9. DOWTY HYDRAULIC BUFFER

Sectioned demonstration unit: Dowty buffers can still be seen on some BR wagons although no longer produced.

4.10. DOWTY HYDRAULIC BUFFER

Half size model.

4.11. MIDLAND RAILWAY WATER TOWER

Conspicuous near the BR main line and may fairly be considered an exhibit. It formerly supplied the various water columns for locomotive purposes around the station. The workshop below is now used by the DRPS. Apart from the valves and piping, a stove was provided in the workshop to guard against frost.

4.12. 2' GAUGE WAGON TURNTABLE

Portable type fits over plain track to allow trucks to be run off at any point required. From Prinknash Abbey Pottery Works, Cranham, Glos.

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5. DOCUMENTS

5.1. DRAWINGS

5.1.1. Avonside 0—4—0T locomotive. Complete set of 101 working drawings in two cases. Presented by Mr. A. Brooke of Cadbury Brothers Ltd in April 1971.

5.1.2. GWR Restaurant Cars No's 9635 and 9636.
Drawings No's 94175, 104883, 104995, 105030, 105031, 105163, 106086, 121596, 140213, 140339. W. Still and Son, Ltd., drg No. 20555.

5.1.3. Saloon Coach (9044, later 80973). 26756B Diagram as Special Saloon. 61354B Diagram as Engineers Saloon.

5.1.4. Diagram of LMS Special Purpose Wagons.

5.1.5. LNER Class A2. Drawing No. P.114.

5.1.6. Framed sectioned drawing of GWR Castle – class locomotive, believed used at Gloucester Horton Road loco shed.

5.1.7. Midland Railway 15 and 20 ton 6-wheel goods brake vans. (Similar to Exhibit No. 1.3.2.) Drawing No. 651.

5.1.8. Andrew Barclay Sons & Co Ltd., General Arrangement of Fireless Loco. (Exhibit No. 1.1.3.) Drawing No. 59538.

5.1.9. Lancashire & Yorkshire Railway covered van, drawn by the Historical Model Railway Society.

5.1.10. Andrew Barclay Sons & Co. Ltd., Spare Parts Diagram for 0—4—0 locomotives.

5.2. PHOTOGRAPHS

5.2.1. GWR Locomotives (Presented by Mr. D.M. Rouse).

5.2.2. Ashchurch Station 1957.

5.2.3. GWR Saloon 9044. Exterior and two interior views. C. 1930.

5.2.4. Cadbury No. 1 Loco. Two views at Bournville by Mr. R.C. Riley.

5.2.5. GWR Saloon 9044 after crane accident, February 1969.

5.2.6. 5080 'Defiant' at Cardiff. By Mr. R.C. Riley.

5.2.7. 6000 'King George V'. Official photograph.

5.2.8. 6000 'King George V' on special.

5.2.9. 6256 'Sir William A. Stanier FRS' on train.

5.2.10. 2751 'Humorist'.

5.2.11. A2. 'A.H. Peppercorn' on train.

5.2.12. 21.C.17. 'Belgian Marine'.

5.2.13. 34059. 'Sir Archibald Sinclair' on the 'Norfolkman'.

5.2.14. 36001. Prorotype 'Leader' class on train.

5.2.15. 5" gauge model of 'Cadbury No. 1.' Presented by Mr. Adrian Cadbury and his sons at the time of their visit to the site, Easter 1975.

5.2.16. Builders photos of 'Cadbury No. 6' (One of the first of the type to be built).

5.2.17. Builders photo of Fireless loco (Exhibit 1.1.3).

Plus many unframed photographs, too numerous to mention.

5.3. MAPS

5.3.1. Ashchurch Station 1920 os. 25" – mile.

5.3.2. RCH Diagram of junctions with the GWR in South Wales.

5.3.3. Railway Map of England and Wales. 1inch/5 miles.

5.3.4. Railway Map of London. 2 inches/1 mile. Stanford 1866.

5.3.5. Wall Map of Colleries served by the LNER in Lancs., Yorks and the Midlands.

5.3.6. LMS Route Map and it's connections.

5.3.7. Framed Enamel Map of GWR System.

5.4. PICTURES

5.4.1. Friths engraving of Paddington Station. C 1860. Presented by the Vintage Motor Cycle Club.

5.4.2. Midland Railway Views. From Ashchurch Station waiting rooms.

5.5. **FRAMED DISPENSATION** to the Amalgamated Society of Railway Servants, Ashchurch branch.

5.6. MISCELLANEOUS

5.6.1. LSWR Hard cover from Timetable.

5.6.2. 1942 GWR Passenger Timetable.

5.6.3. LSWR Loco. Depot record sheet (framed).

5.7. PRINTED MATTER

This includes posters, timetables, handbills, etc., plus internal paperwork such as working timetables, route restrictions, etc., too numerous to catalogue.

5.8. BOOKS

5.8.1. 'Midland Railway Scenes, Industries, History'.
5.8.2. 'Railway Magazine' Vo. II. January/June 1898.
5.8.3. 'Railway Magazine' Vol. VI January/June 1900.
5.8.4. 'Railway Magazine' Vol. VIII January/June 1901.
5.8.5. 'Railway Magazine' Vo. XXIX July/December 1911.
5.8.6. 'Railway Magazine' Vol. XXXI July/December 1912.
5.8.7. 'Railway Gazette' 1956 Vol. 104 No. 1—26.
5.8.8. 'Railway Gazette' 1957 Vol. 106 and 107.
5.8.9. 'Railway Gazette' 1958 Vol. 108 and 109.
5.8.10. 'Railway Gazette' 1959 Vol. 110 and 111.
5.8.11. 'Railway Gazette' 1960 Vol. 112 and 113.
5.8.12. 'Railway Gazette' 1961. Vol. 114 and 115.
5.8.13. 'Worlds Railways' 1956—1957.
5.8.14. 'Worlds Railways' 1958—1959.
5.8.15. 'Trains We Loved' by C. Hamilton Ellis.
5.8.16. British Railways Rule Book, 1950.
5.8.17. British Railways Handbook for Steam Locomotive Enginemen.
5.8.18. Two Instruction Booklets for drivers of Industrial Steam Locomotives. Andrew Barclay Sons and Co. Ltd.
5.8.19. Two Spare Parts Catalogues for Barclay Light Class locomotives.

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6. ROAD VEHICLES

6.1. MIDLAND RAILWAY HORSE DRAWN DRAY

Recovered from a farm near Stroud and now on permanent loan to the Winchcombe Railway Museum.

6.2. 1 TON STEAM ROLLER

This unique steam roller is believed to be the smallest non-model steam roller in the world. It was built by Mr. A.W. Trotter of Coleford, Glos in 1933 and was used by him on the paths of his garden and orchard. On Mr. Trotters decease it passed to Gloucester City Museum who placed it on permanent loan to the Dowty Railway Preservation Society in 1977.

It has a vertical, Cross-tube Boiler, coal fired, built by Goodhands of Gillingham, Kent and in front of this a vertical twin cylinder engine believed built for use in a steam car. The engine is of 2¼" dia bore x 3½" stroke with radial valve gear operating the slide valves. An 18" flywheel is fitted.

At the very front is a small water tank which feeds the boiler via a crosshead-driven pump or an injector; behind the boiler there is room for one man to stand and steer by worm, wheel and chain steering. The engine's drive can be disconnected by means of a sliding road gear pinion.

Members have 'nicknamed' the roller 'Iton'!

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